

CITY OF ARMADALE

MINUTES

OF TECHNICAL SERVICES COMMITTEE HELD IN THE COMMITTEE ROOM,
ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON MONDAY, 3
MAY 2010, AT 7.00 PM.

PRESENT: Cr R Butterfield Chairman
Cr G A Best
Cr K Lethbridge JP
Cr W Mauger
Cr J H Munn JP CMC
Cr D M Shaw
Cr C M Wielinga

APOLOGIES: Nil

OBSERVERS: Cr J MacDonald [7.00 pm to 7.25 pm]
Cr L Reynolds AM JP
Cr L Sargeson
Cr R J Tizard

IN ATTENDANCE: Mr W A Bruce - Executive Director Technical Services
Mr J Gossman - Manager Engineering & Design
Mr G Davies - Manager Technical Services
Mr P Lanternier - Manager Parks & Reserves
Mr J Glassford - Manager Building Services
Mr S Asmus - Manager Civil Works
Mr A Barnett - Manager City Projects
Mrs Y Ward - Minute Secretary

Public: Nil

DISCLAIMER

The Disclaimer for protecting Councillors and staff from liability of information and advice given at Committee meetings was not read by the Chairman, given no members of the public were present.

DECLARATION OF MEMBERS' INTERESTS

Cr Butterfield- Updated Parking Restriction Plans for Clifton Hills and Willandra Primary Schools..... Page 17

QUESTION TIME

Nil

DEPUTATION

Nil

CONFIRMATION OF MINUTES

RESOLVED

Minutes of the Technical Services Committee Meeting held on 7 April 2010, be confirmed.

**Moved Cr Mauger
MOTION CARRIED (7/0)**

ITEMS REFERRED FROM INFORMATION BULLETIN – ISSUE NO. 17/2010

The following items were included for information in the “Technical Services” section:

- **Outstanding Matters and Information Items**
Report on Outstanding Matters – Technical Services Committee T-1
- **Monthly / Quarterly Departmental Reports**
Technical Services Works Programme..... T-2
- **Miscellaneous**
News on the Street T-7
Info Page – Wandarra Eligible Disaster Proclamation Notification..... T-9
Info Page – State Waste Strategy Draft II T-11

Committee noted the information and no further items were raised for discussion and/or further report purposes.

I N D E X

TECHNICAL SERVICES COMMITTEE

3 MAY 2010

CIVIL WORKS

**PURCHASE OF A FRONT END LOADER FOR TECHNICAL SERVICES OPERATIONS.....	5
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ENGINEERING, DESIGN AND DEVELOPMENT

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COUNCILLORS' ITEM

CR MUNN – WUNGONG ROAD – TRAFFIC COUNT	20
CR MUNN – PARKING FINES.....	20
CR MUNN – BINS FOR DOG REFUSE	20
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CR WIELINGA – BORRELLO PARK – WALL SAFETY.....	20

PRESENTATION – CITY PROJECTS

During the next twelve months the Executive Director Technical Services has requested all Managers to make a brief presentation to Councillors explaining the operations of their relevant Departments.

The second of these presentations relates to the City Projects section, and was presented by the Manager City Projects.

Presentation by Mr Andrew Barnett, Manager City Projects from 7.00 pm to 7.25 pm

A powerpoint presentation by Mr Barnett included the following projects undertaken by City Projects in conjunction with other Departments within the City:

City Projects is responsible for the delivery of the City's strategic projects, some of which include; the new Armadale library, with a floor area of 1,019 sqm and an overall project cost in the order of \$1.5million; the refurbishment of the entry to the administration building and the amenities area; Frye Park stages one and two; the Youth Activity Area; and the redevelopment of the Armadale Aquatic Centre. City Projects provides project planning and project management expertise, drawing together information across all Directorates in order to deliver projects within scope, time and budget parameters.

Cr MacDonald left the meeting at 7.25 pm.

****PURCHASE OF A FRONT END LOADER FOR TECHNICAL SERVICES OPERATIONS**

WARD All
FILE REF
DATE 12/4/2010
REF SA
RESPONSIBLE MANAGER MCW

In Brief:
Prior to the 2008/2009 Budget, an assessment of current Civil Works plant usage was conducted and three items were sold and not replaced due to limited use. The plan items were one grader, roller and front end loader.

- **Recommend**
That Council, pursuant to Section 6.8 of the Local Government Act 1995 (as amended):
 1. Authorise the following additional expenditure, noting that this is an additional item of plant to the budgeted Plan Replacement Programme:

<u>Front End Loader</u>	
Original	\$ 0.00
Additional	\$300,000
Revised Total	\$300,000
 2. Amend the 2009/2010 Annual Budget as follows:

<u>Expenditure</u>	
Plant – Loader - Increase by	\$300,000
<u>Revenue</u>	
Transfer from Reserve – Plant and Machinery Reserve – Decrease by	\$300,000

for the purpose of providing a new front end loader.

Tabled Items

Nil

Officer Interest Declaration

Nil

Strategic Implications

Corporate Services

To achieve maximum community benefit from effective use of resources (staff, finances and information technology).

Legislation Implications

Assessment of legislation indicates that the following regulations apply:

Local Government Act (Functions and General) Regulations 1996 s3.57 (11) (2) (f).

Council Policy/Local Law Implications

Assessment of Policy/Local Law indicates that the following are applicable:

Policy ENG 5: Tendering and Purchasing.

Budget/Financial Implications

Current Budget allocation – Nil.

Consultation

Civil Works and Support Services.

BACKGROUND

Due to the extent of road construction projects being undertaken in the previous 2008/2009 Financial Year, which apart from the upgrade of Ranford Road, primarily consisted of traffic management type works and rehabilitation projects, Civil Works sold its only front end loader. It was considered that due to the majority of its projects within that year requiring minimal earthworks, the infrequent use of this machine did not justify it being retained as part of the City's road construction fleet for at least the following year and a half.

Over the coming years however, Civil Works will be undertaking a number of significant road construction projects, namely the duplication of Nicholson Road, between Wright Road and Armadale Road; the duplication of Ranford Road, between Tonkin Highway and Armadale Road; Abbey Road/Railway Avenue realignment; and the completion of Warton Road, in which works are progressing steadily this financial year. Due to the expected extent of earthworks required for these four projects, in particular, the use of a loader, which is essential earthmoving equipment, is again required.

To assist with the upgrade of Warton Road, which up until this point has been the construction of the south bound carriageway on virgin land, Civil Works has been using a contract loader and operator.

A cost however between the continued use of contract plant and operator compared to having its own machine, indicates that it will be beneficial to the City to purchase its own loader. By way of brief breakdown, Civil Works is currently paying approximately \$100 per hour for the contract machine and operator, which based on an 8 hour day equates to \$16,000 per month.

If the machine is used for approximately 9 months of the year, which is typical for road construction plant, as it is not used entirely during a road construction project, the annual cost to the City will be \$144,000. The cost for two years will be almost \$300,000, which is equal to the estimated cost of purchasing a new machine, hence the justification to purchase its own.

Civil Works also currently has a number of its permanent staff that can proficiently operate a loader, as they did prior to it being sold, therefore at this stage it is not expected that another staff position is required, but rather minor adjustments to its current construction crews.

CONCLUSION

The purchase of its own front end loader provides a monetary saving to the City, therefore it is recommended that Council approve the expenditure of \$300,000 to purchase a new front end loader to be funded from the Plant and Machinery Reserve Account.

T29/5/10 RECOMMEND

That Council, pursuant to Section 6.8 of the Local Government Act 1995 (as amended):

- 1. Authorise the following additional expenditure, noting that this is an additional item of plant to the budgeted Plan Replacement Programme:**

Front End Loader

Original	\$0.00
Additional	\$300,000.00
Revised Total	\$300,000.00

- 2. Amend the 2009/2010 Annual Budget as follows:**

Expenditure

Plant – Loader **Increase by \$300,000.00**

Revenue

Transfer from Reserve – Plant and Machinery Reserve
Decrease by \$300,000.00

for the purpose of providing a new front end loader.

****ABSOLUTE MAJORITY OF COUNCIL REQUIRED**

Moved Cr Munn
MOTION CARRIED (7/0)

PAGE ROAD, KELMSCOTT – INSTALLATION OF TRAFFIC CONTROL DEVICES (SPEED HUMPS)

WARD KELMSCOTT
FILE RDP/
DATE 15 April 2010
REF SA
RESPONSIBLE MED
MANAGER

In Brief:

- Main Roads Western Australia (MRWA) has introduced special funding to combat hoon speed behaviour via the use of speed humps on appropriate roads.
- Technical Services has determined that Page Road, Kelmscott meets the criteria.
- **Recommend**
That Council:
 1. approve the installation of the traffic control devices (speed humps) along Page Road in accordance with Drawing No 10-21, and advise Main Roads Western Australia (MRWA) accordingly.
 2. approve the expenditure of \$8,000 from the 2009/2010 Budget (Community Safety Account PC 81.5980.8137), as the one third contribution towards the works.

Tabled Items

Drawing No 10-21.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure.

Develop an integrated transport system, including safety aspects.

Legislation Implications

General assessment of legislation (eg Local Government Act), has not revealed any restrictions.

Council Policy/Local Law Implications

General assessment has not revealed any applicable Policies/Local Laws.

Budget/Financial Implications

One third (1/3) contribution required from the City is \$8,000. To be funded from Civil Works Capital Budget.

Consultation

Residents / business owners within the immediate vicinity of Page Road, and MRWA.

BACKGROUND

A previous report was presented to Council in regard to the recently introduced Anti Hoon Speed Hump Program (AHSHP) by MRWA, which targets hoon behaviour on local roads. Investigations into the placement of these humps on Clifton Street was undertaken and presented within this report, however due to the majority of residents raising objections against their use on this road, Council subsequently resolved not to proceed with this proposal.

As with Clifton Street, Technical Services has been requested by residents of Page Road in Kelmscott to investigate alleged excessive vehicular speeds.

The results of the investigations are listed later in this report, however following discussions with MRWA, it was determined that Page Road warranted further investigations as to whether speed humps would be an appropriate treatment on this road.

As a reminder to Council, MRWA stipulate that to attract the funding for the installation of speed humps on a local road, the following conditions apply:

- Consultation with the community on the proposal, and that the majority of the residents favour the installation of several sets of speed cushions.
- The speed cushions are located near street lights and will be clearly visible, particularly at night.
- The spacing of speed cushions to comply with MRWA standards.
- The Council gives an undertaking that the installed speed cushions will remain in place for a period of not less than three (3) years. Should there be complaints, the Council will address these and will be responsible for the costs associated with modifying the profile or the relocation of the speed cushion, at its cost. Any early removal of cushions will require full refund to the program.
- The work involving the installation of the speed cushions will be completed and MRWA invoiced for the cost of the project.
- All new or modified regulatory signs, pavement markings and traffic signals must be submitted to MRWA for formal approval prior to commencement of construction.
- Council will be responsible for any ongoing maintenance, except signs and lines.

In addition to these conditions, MRWA also typically provide two thirds (2/3) of the total cost of the installation of the speed humps, whilst the local government must contribute the remaining third (1/3).

Subsequent investigation by Technical Services reveals that all of the above conditions can be met. In particular, an invitation to comment was forwarded to all adjacent residents and business owners with no negative responses received, but rather support, particularly from residents of the Riverside Villas situated directly adjacent to the selected location of the speed humps.

TRAFFIC ANALYSIS

- Traffic counts indicate vehicles per day equal to 2,100.
- The current posted speed limit is 50 km/hr. The recorded 85th percentile speed is 65 km/hr.
- The road is classified as a District Distributor.

COMMENT

A detailed drawing illustrating the location and design of the speed humps on Page Road is Tabled as Drawing No 10-21. Due to its size and detail, its reduction to A4 makes it indecipherable, hence it being tabled. A locality plan however is **attached as Drawing No 10-26. (Refer to Attachment ‘A-1’ – Summary of Attachments – green page.)**. As the tabled plan shows, the proposed four humps are located adjacent to street lighting, and are positioned so as to provide acceptable and even separation. The drawing has been sent to MRWA, and following requested modifications, now requires Council endorsement. Should Council resolve to install the humps as per the plan, Technical Services is confident that works can be completed by the end of this financial year, therefore complying with one of the MRWA conditions.

The estimated cost of installing the devices is \$24,000, of which MRWA will contribute \$16,000, with the remaining \$8,000 to be provided by the City. It is recommended that the existing budget allocation within the 2009/2010 Civil Works Capital Budget for Community Safety be utilised to fund the \$8,000.

CONCLUSION

The Technical Services Directorate is keen to be a part of the MRWA Anti Hoon Programme, not only due to the works being partially funded by MRWA, but to ascertain whether the use of speed humps is a successful form of traffic calming. Humps designed such as this require little associated civil works such as road widening, and are not impeded by crossovers, which for a significant amount of local roads, severely limit the extent of other calming devices such as kerbed medians. Due to the mixed zoning of properties along Page Road, which apart from a small number of residences consists of commercial properties and public open space, concerns over excessive noise from the humps, which is typically a deterrent in built areas, is minimised.

Furthermore, the traffic data clearly indicates that excessive speeds are being recorded on Page Road, with the 85th percentile speed some 15km/hr above the posted speed limit. These results would justify Council having to allocate funding within its Five Year Traffic Management Programme in an effort to reduce speeds, therefore receiving this part funding provides a monetary saving to Council.

To this end, it is recommended that Council resolve to approve the installation of four speed humps on Page Road, as illustrated on tabled Drawing No 10-21.

T30/5/10 RECOMMEND

That Council:

- 1. approve the installation of the traffic control devices (speed humps) along Page Road in accordance with Drawing No 10-21, and advise Main Roads Western Australia (MRWA) accordingly.**
- 2. approve the expenditure of \$8,000 from the 2009/2010 Budget (Community Safety Account PC 81.5980.8137), as the one third contribution towards the works.**

Moved Cr Mauger
MOTION CARRIED (7/0)

LEFROY ROAD, MT NASURA – PARTIAL ROAD CLOSURE

WARD RIVER
FILE REF RDL/25
DATE 29 April 2010
REF MC
RESPONSIBLE MED
MANAGER

In Brief:

- Investigation by Technical Services to assess the through traffic in Lefroy Road.
- Local resident survey indicates a high proportion of objections to the “Left In Only” proposal on Albany Highway.
- MRWA has indicated support for the “Left In Only” on Albany Highway, or a “Left Out Only” on Brookton Highway.

• **Recommend**

That based on the current traffic volume and speed in Lefroy Road, no part closure on either end (Brookton Highway or Albany Highway) is supported, and Council will continue to monitor speed and traffic volumes.

Committee amended the Recommendation by the addition of a part (2):

That Council:

2. *Note that the construction of a footpath in Lefroy Road, Kelmscott is included in the 2010/11 Footpath Program.*

Tabled Items

Tabled Plan No 10-31.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure.

Develop an integrated transport system, including safety aspects.

Legislation Implications

General assessment of legislation (eg Local Government Act) has not revealed any restrictions.

Council Policy/Local Law Implications

General assessment has not revealed applicable Policies/Local Laws.

Budget/Financial Implications

Nil.

Consultation

Residents of Lefroy Road and connecting streets.

Main Roads Western Australia (MRWA).

BACKGROUND

Council, at its Meeting of 12 October 2009, resolved (T84/10/09) as follows:

- “1. That Main Roads WA be approached seeking their agreement to have Lefroy Road partially closed by preventing left turns from Brookton Highway onto Lefroy Road.
2. That Officers reassess the footpath priority of Lefroy Road were the current traffic conditions to continue.
3. A report on the above recommendation be presented as soon as practical after the Main Roads WA response is received.”

DETAILS

A survey covering the area serviced by Lefroy Road was carried out by Council Resolution seeking comment on a proposed partial closure of Lefroy Road at Albany Highway with a ‘Left In Only’ closure. This was in response to a number of Lefroy Road residents’ complaints regarding the increased through traffic and heavy vehicles resulting from the closure of Ecko Road in 2003/2004. The complaints ranged from the number of vehicles, speed of vehicles and type/class of vehicles accessing Lefroy Road from Brookton Highway as a short cut to Albany Highway.

ITEMS FOR ASSESSMENT

1. Residents’ concern that traffic is cutting through from Brookton Highway to Albany Highway.

Invitations for comments on the proposed partial closure (including the ‘Left In Only’ Design Number 06-48A), were sent to 60 local residents in February 2009, accepting written submissions for a period of 14 days. Council received 35 responses – 25 in favour of the partial closure and 10 objections. The objections came from residents not on Lefroy Road.

2. Traffic low for road classifications.

Traffic changes on Lefroy Road after the 2003 closure of Ecko Road (vehicles per day).

	Before Ecko Road Closure - May 2002	After Ecko Road Closure - February 2004	Traffic Count - April 2008	Latest Traffic Count - October 2009
Total Vehicles (per Day)	407	870	938	982
Large Commercial Vehicles (Up to 19m)	9	6	7	25
85th Percentile Speed	40 km/hr	41 km/hr	59 km/hr	53 km/hr

A traffic count of <1,000vpd is acceptable for a Local Access Road, 300-1,000vpd is considered low in traffic terms for a movement network, as indicated in the ‘2009 Guideline for Liveable Neighbourhoods’.

After the 2003 Ecko Road closure, traffic on Ecko Road decreased by approximately 62% (a fall of 2,200) and increased in Lefroy Road by 141% (a rise of 575). A total of approximately 1,300 users changed their habits and continued their movement west along Brookton Highway (previously through Ecko Road).

3. **Closure of ‘Left Out’ at Albany Highway has significant impact on residents in vicinity of Lefroy Road, and increases traffic through Billabong Way and Ecko Road.**

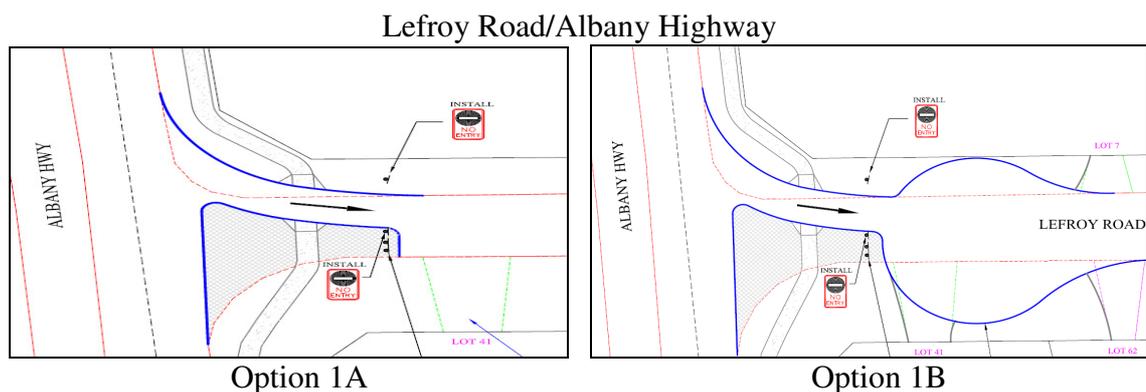
The negative responses in the survey reflect this matter.

4. **Prevention of cutting through requires closure at Brookton Highway, but would then create a very complicated circulation for residents in the vicinity to travel east along Brookton Highway.**

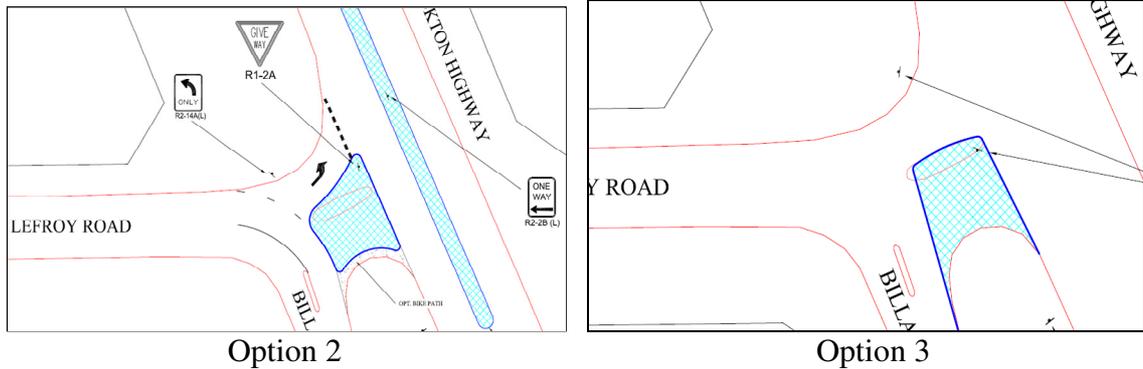
Inevitably, traffic would increase in Billabong Way and Ecko Road, and residents would have to increase their travel distance and times.

5. **MRWA prefers a closure at Albany Highway rather than Brookton Highway for road management reasons related to roads under their control.**

In November 2009, MRWA were contacted to give comments on five possible options for the following partial closures at either Albany Highway or Brookton Highway:

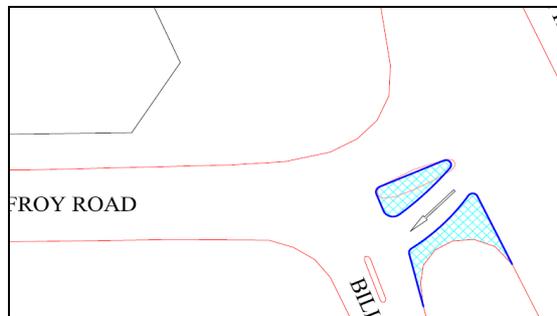


Lefroy Road/Brookton Highway



Option 2

Option 3



Option 4

MRWA has concluded that if a closure is recommended they will only support:

- A 'Left In Only' partial closure at Albany Highway (Option 1A or 1B); or
- A 'Left Out Only' partial closure at Brookton Highway (Option 2), with some amendments (including a full kerbed median on Brookton Highway).

6. Traffic speeds in Lefroy Road are within a range that will not attract Police traffic action.

Police will only attend an area where the 85th percentile is above 11 km/hr of the speed limit.

7. Closure at Brookton Highway is the most costly.

Initial works estimate is of the order of \$25,000, assuming works can take place without widening.

8. **There are a number of roads where short cuts or traffic network requirements impact on the apparent amenity of the residents. However, a legible and efficient road network is designed to carry traffic not only from the residents along the roads.**

CONCLUSION

Insufficient traffic reasons exist to expend ratepayer funds on works to inhibit traffic volumes on Lefroy Road. Monitoring of volumes and speed is ongoing, including long term heavy vehicle movements. Were speed to be greater than that for police action, and speed was not reduced as a consequence of that action, consideration would be given to traffic management devices to inhibit speed. Such devices will have a significant impact on Lefroy Road residents, who are the principal objectors to traffic cutting through.

Committee Discussion

The Executive Director Technical Services advised Committee that a footpath in Lefroy Road, Kelmscott, on the basis of its strategic value and various components of road safety, is included in the 2010/11 Footpath Program. The Officer recommendation was amended to reflect the information provided by the Executive Director Technical Services.

T31/5/10 RECOMMEND

That Council:

1. **Based on the current traffic volume and speed in Lefroy Road, does not support part closure on either end (Brookton Highway or Albany Highway) and will continue to monitor speed and traffic volumes; and**
3. **Note that the construction of a footpath in Lefroy Road, Kelmscott is included in the 2010/11 Footpath Program.**

**Moved Cr Butterfield
MOTION CARRIED (7/0)**

*****UPDATED PARKING RESTRICTION PLANS FOR CLIFTON HILLS AND WILLANDRA PRIMARY SCHOOLS***

With regard to the Updated Parking Restriction Plans for Clifton Hills and Willandra Primary Schools, Cr Butterfield disclosed that she had an association with Clifton Hills Primary School on the basis that her children attend the school. As a consequence, there may be a perception that her impartiality on the matter may be affected. Cr Butterfield declared that she would put aside the association, consider the matter on its merits and vote accordingly.

WARD ALL
FILE RDP/
DATE 26 April 2010
REF SA
RESPONSIBLE MANAGER MED

In Brief:

Due to the number of complaints raised by residents, and concerns by Ranger Services during their patrols, updated parking prohibition plans have been prepared for the Clifton Hills and Willandra Primary Schools.

Recommend

That Council:

1. rescind all resolutions relating to parking restrictions for Clifton Hills Primary School, including the following streets: Butler Pass, Connell Avenue and Princeton Street; as well as for Willandra Primary School, including the following streets: Chidzey Drive, Strawberry Drive, Orange Grove, Riverside lane, Watkinson Court and Snook Place, due to updated parking prohibition drawings being required and produced.
2. approve for implementation, the Parking Control Signs, shown on the drawings for Clifton Hills Primary School (Drawing No 10-24), and for Willandra Primary School (Drawing No 10-25).

Tabled Items

Parking restriction plans for:

- Clifton Hills Primary - Parking control Drawing No 10-24; and
- Willandra Primary - Parking Control Drawing No 10-25.

Officer Interest Declaration

Nil

Strategic Implications

Physical Infrastructure.

Develop an integrated transport system, including safety aspects.

Legislation Implications

Assessment of legislation indicates that the following are applicable:

- Local Government Act 1995 – Schedule 9.1, Section 2.1.
- Road Traffic Act 1975 – Section 103.

Council Policy/Local Law Implications

General Assessment of Policy/Local Law indicates that the following are applicable:

- Local Law relating to Parking Facilities.

Budget/Financial Implications

Funding from Civil Works Capital Budget – 2009/2010.

Consultation

Ranger Services.

BACKGROUND

Technical Services has received a number of written complaints from residents adjacent to the Clifton Hills Primary School, claiming that there is regular unsafe and illegal parking along their streets during school pick up and drop off times. Residents along Princeton Street in particular, which runs off Connell Avenue, have expressed overwhelming concern with three separate letters being lodged in the past six weeks.

In addition, there have been similar complaints, although not formally lodged, from residents adjacent to the Willandra Primary School. The School itself has also raised concerns with regards to child safety at peak school times, due to similar illegal parking practices.

COMMENT

Technical Services has liaised with Ranger Services and believe that these two schools are those within the City that most warrant immediate attention and subsequent works. Following investigations on site, and upon consideration of the residents' and Schools' concerns, Technical Services has produced updated parking prohibition plans, which include enhanced, consistent signage and yellow painted lines at intersections.

At both Schools, a number of the existing signs, whilst in place for a number of years, have become unclear due to fading, and in some cases inconsistencies, with various signage types and colours, making it difficult for Rangers to enforce parking infringements. It was subsequently considered by Technical and Ranger Services that for both Schools, an updated analysis would be the best approach, particularly as Rangers are fully aware of the current areas of concern during their regular patrols.

The tabled plans for both Clifton Hills Primary School (Drawing No 10-24), and Willandra Primary School (Drawing No 10-25), illustrate the proposed parking prohibitions. As the plans indicate, the installation of new signs consistent to Australian Standards have been selectively placed to take into account existing footpaths, traffic islands with pedestrian refuge, road hierarchy (ie cul-de-sac), and proximity to the School itself.

Along with signage, the use of yellow painted lines at intersections has also been included. Whilst it is illegal according to the Traffic Code of Western Australia, to park within an intersection, even without yellow lines, Ranger Services regularly encounter this occurring around schools; therefore the use of lines should reinforce parking restrictions.

The use of yellow painted line marking, not only at intersections, has also been used extensively by Council within both the Armadale and Roleystone CBDs to avoid the potential obliteration of signage; however this method of parking prohibition is not practical around schools due to various parking prohibitions. Yellow lines signify no parking on the road. However as the tabled plans indicate, there is an array of signage to be used at both Schools, such as "no parking on road or verge", and "no parking verge only". Yellow lines at other locations around the Schools therefore could create confusion for both road users and Ranger Services.

CONCLUSION

As the new drawings, No 10-24 and No 10-25, replace previously prepared parking prohibition plans which had appropriate Council resolutions, the rescinding of all these previous resolutions is now required. A new Council resolution is then required to adopt these plans as being the current parking prohibition drawings for each School.

T32/5/10 RECOMMEND

That Council:

- 1. rescind all resolutions relating to parking restrictions for Clifton Hills Primary School, including the following streets: Butler Pass, Connell Avenue and Princeton Street; as well as for Willandra Primary School, including the following streets: Chidzey Drive, Strawberry Drive, Orange Grove, Riverside Lane, Watkinson Court and Snook Place, due to updated parking prohibition drawings being required and produced.**
- 2. approve for implementation, the Parking Control Sign, shown on the drawings for Clifton Hills Primary School (Drawing No 10-24), and for Willandra Primary School (Drawing No 10-25).**

****ABSOLUTE MAJORITY OF COUNCIL REQUIRED**

Moved Cr Butterfield
MOTION CARRIED (7/0)

MEETING CLOSED AT 8.30 PM

TECHNICAL SERVICES COMMITTEE

SUMMARY OF "A" ATTACHMENTS

3 MAY 2010

Attachment No.	Subject	Page
A-1	Locality Plan (Drawing No 10-26).	21

